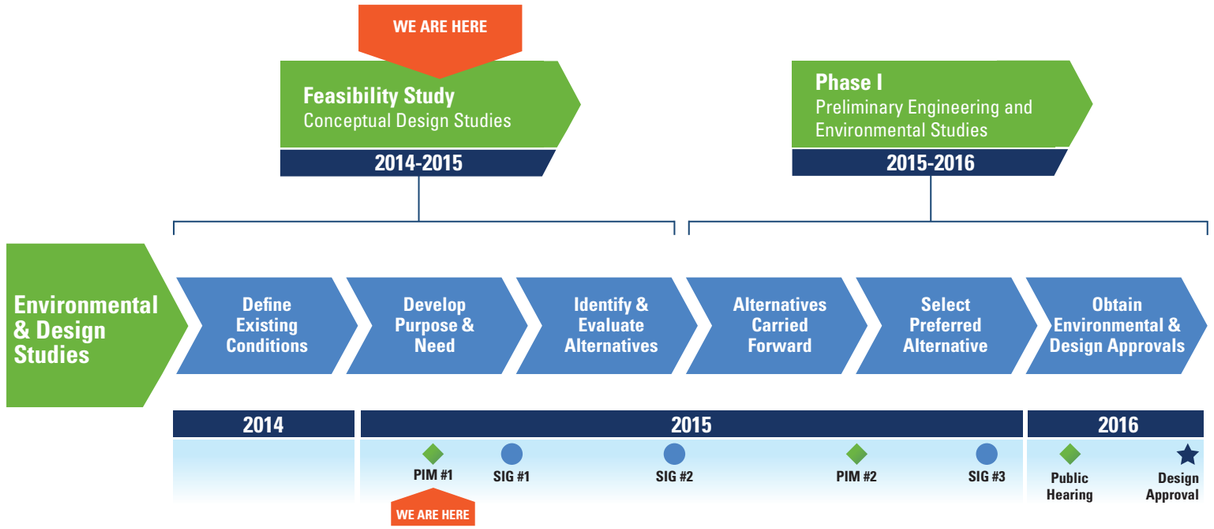
ANTICIPATED PHASE I STUDY SCHEDULE

The merger of the Phase I Engineering Milestones with the series of planned Public Information Meetings is illustrated in the schedule below.



QUESTIONS, COMMENTS AND INFORMATION

Your comments are valuable to us. Completed comment forms may be submitted during the Public Information Meeting or submitted to the Lake County Division of Transportation by mail or email via the contact information below. Please return your completed form by February 24, 2015.

Mr. Matt Emde, P.E.
Project Manager
Lake County Division of Transportation
600 W. Winchester Road
Libertyville, IL 60048
847-377-7400
Memde@lakecountyil.gov

Project information and updates will be posted to the Lake County website.
Please visit **www.lakecountyil.gov**

Darrell Road
Phase I Engineering Study

LakeCounty
Division of Transportation

Darrell Road

Phase I Engineering Study

Public Information Meeting #1

Tuesday, February 10, 2015
5 p.m. – 7 p.m.

Island Lake Village Hall
3720 Greenleaf Avenue
Island Lake, IL 60042

WELCOME

The Lake County Division of Transportation (LCDOT) welcomes you to this first Public Information Meeting for the Phase I Engineering Study of potential improvements to Darrell Road and intersecting local roads. This meeting is conducted in an Open House format. We invite you to review the exhibits on display, talk with study team members and provide your input.

PURPOSE OF THIS MEETING

- Introduce the project to the public.
- Present the project schedule.
- Seek public input and comments.

LakeCounty
Division of Transportation

PROJECT BACKGROUND

Darrell Road is a two-lane north-south major collector that connects IL Route 176 and IL Route 120 through the Village of Island Lake and Wauconda Township. It is under the jurisdiction of the Lake County Division of Transportation and intersects Case Road, Neville Road, Dowell Road, and Fisher Road within the project area. These stop-controlled intersections meet Darrell Road at skewed angles, making turning movements difficult. Improvements to these intersections will be investigated as part of the engineering study.

Traffic data collected for the project indicates that during the morning and evening rush hours, drivers use Darrell Road as a shortcut to avoid the signalized intersection at IL Route 120/U.S. Route 12/IL Route 59. Construction of the IL Route 53/120 Project and future development opportunities in the area will likely change travel patterns and should be accounted for in the development of improvement alternatives.

This project also aims to improve bicycle and pedestrian facilities within the study area, including a future connection to the Grand Illinois Trail.

PROJECT IMPLEMENTATION PROCESS

Any transportation project involving the use of Federal funds must follow a project development process consisting of three phases. Due to the potential for a wide range of alternatives, this project will follow a tiered approach with a planning level analysis of potential alternatives preceding Phase I of the Federal-aid process.

Feasibility Study
Conceptual Design Studies
WE ARE HERE
2014-2015

Federal-aid Project Phases

Phase I	Phase II	Phase III
Preliminary Engineering and Environmental Studies	Contract Plan Preparation and Right-of-Way Acquisition	Construction
2015-2016	2016-2017*	2018*

*Phases II and III as currently programmed. Subject to change based on the availability of funding.

During the Feasibility Study, a wide range of conceptual design alternatives will be identified and evaluated. Phase I includes extensive environmental and design studies. The Feasibility Study and Phase I are described in detail to the right. After a preliminary improvement plan is approved, Phase II Engineering (Contract Plans) and Right-of-Way Acquisition would begin. During this phase, detailed construction plans would be developed and any necessary land would be acquired for the project. Phase III is the physical construction of the project.

PROJECT STUDY PROCESS

A Phase I Study is an in-depth investigation of improvement alternatives that will provide the desired level of traffic safety and operation while considering social, economic, environmental, and cost factors. It defines the purpose and need for an improvement as a basis for identifying and evaluating alternatives. A preferred alternative is selected based on public involvement activities and detailed technical analyses. Due to the potential for a wide range of improvement alternatives for this project, detailed analysis in Phase I will be preceded by a Feasibility Study to define conceptual improvement alternatives.

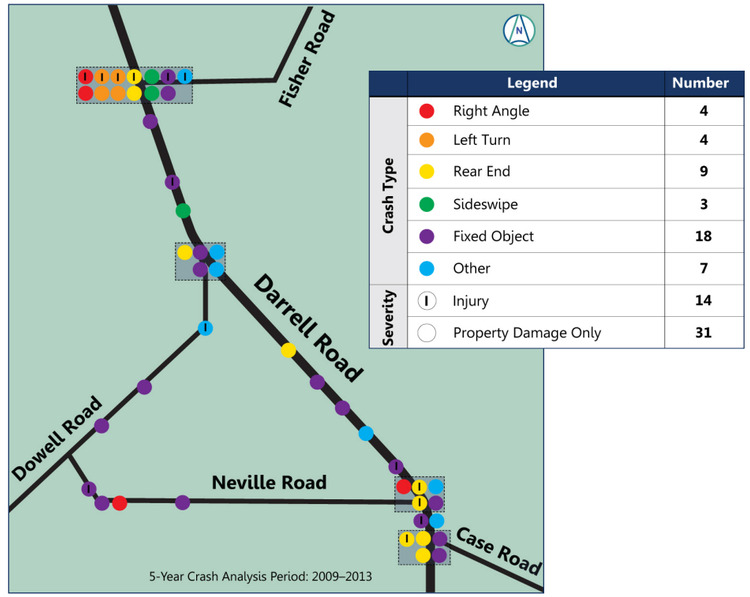
As shown below, several milestones are accomplished throughout the course of the project study process:

Feasibility Study Milestones
- Define Existing Conditions
- Develop Purpose and Need for Improvement
- Identify and Evaluate Alternatives

Phase I Milestones
- Identify Alternatives to Be Carried Forward
- Select Preferred Alternative
- Obtain Environmental and Design Approval

2014 AVERAGE DAILY TRAFFIC

CRASH LOCATION AND SEVERITY



	Legend	Number
Crash Type	Right Angle	4
	Left Turn	4
	Rear End	9
	Sideswipe	3
	Fixed Object	18
	Other	7
Severity	Injury	14
	Property Damage Only	31

CONTEXT SENSITIVE SOLUTIONS

This study is being conducted using a process referred to as Context Sensitive Solutions (CSS), which will assist in clearly defining potential environmental impacts, as well as engaging stakeholders during the transportation decision making process. This process will lead to the development of a feasible, cost effective design that is supported by the project stakeholders.

The project is led by the **Project Study Group** (PSG) which consists of representatives from the Lake County Division of Transportation supported by engineering consultants. The PSG will meet throughout the study process to provide oversight and expertise in key areas including agency procedures and standards, and technical design studies.

In addition, a **Stakeholder Involvement Group** (SIG) will be created consisting of stakeholders who have community, jurisdictional, environmental, and/or land use planning interest or expertise. The SIG is a working group that helps the PSG identify community issues and helps determine community characteristics which should be taken into consideration in the planning process.

Anyone interested in serving on the Stakeholder Involvement Group may submit the enclosed application or contact the Lake County Division of Transportation via the contact information on the back of this brochure.

It is important to note that although stakeholder input will be incorporated to the maximum extent possible, it is with the understanding that the Lake County Division of Transportation will remain the ultimate decision-making body for the project.